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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 28. CLEVELAND. O., JULY 15. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

John Craig, shipbuilder, of Trenton, Mich. was in the city on Monday.

The master of the propeller Hiawatha thinks Sandusky should be in the Cleveland district.

Captain J. P. Harrow of Algonac was in the city this week on business. The captain enjoys life and looks well.

The schooner Francis Palms, ore laden from Marquette to this port, lost considerable canvass on her last trip.

The new steamer J. H. Outhwaite will make a short trial trip on Saturday after which she will go to dock to load coal.

The steambarge Wm. Edwards and consort Golden Age made their appearance at this port Tuesday. They are chartered for coal.

Mr. W. W. Loomis, shipbuilder of Erie, Pa., was in the city Saturday, on invitation to attend the launch of the J. H. Outhwaite at Radcliff's yard.

The attention of Harbor Master Sheeley is called to the fact that tugs and other craft are delayed by floating mud scows in the upper part of the river.

Thomas Hastings, an old lake captain, died at his residence, No. 294 Gordon avenue at 7:30 Wednesday morning. He went home Monday night feeling all right. Cholera morbus is the cause. Captain Hastings was 48 years of age.

The steamyacht Cyclone, left port Sunday evening with Knights of Pythias. The party is bound for Toronto, Canada, to attend the annual gathering. These gentlemen had the steamer Oconto chartered for this purpose but her loss forced them to seek the Cyclone.

The schooner Jesse Scarth, which arrived here this week has laid herself liable to a fine of $100 by clearing from Toledo without reporting at the collectoral office. The Scarth is a Canadian craft and Collector McKinney is inclined to make her Captain Robinson paid the fine under protest.

The schooner J. I. Case, Captain Houghton, took a cargo of 65c coal at Axworthy's dock. The J. I. Case is one of the finest schooners on the lakes and there are but few that she cannot overhaul in a stern chase. Her length is 209 feet keel, 225 feet over all, 38 feet beam and 16 feet depth of hold. She carries a cargo of 1300 tons with lots of side out.

In this district to July 1, 1886, 194 vessels, representing a registered tonnage of 88,869.67, are enrolled. They are divided as to class as follows: One hundred and eight sail vessels, tonnage 44,028.99; 79 steam wooden boats, tonnage 38,474.46; steam iron and steel boats, tonnage, 6,005.45; 1 barge, tonnage, 360.77. The steamer J. H. Outhwaite, is not included in this statement.

A nice arrangement for the months of July and August is made by the Cleveland & Detroit Steam Navigation Company. Business men can leave here Saturday night and spend all day Sunday in Detroit or on the Detroit river and return arriving here Monday morning in season for business. The fare for the round trip is only $2.50 and should tempt all who wish to enjoy a pleasant day.

The new fire boat at Murphy & Root's shipyard has been ready for the machinery for some time. An extra good quality of timber has gone into her and when completed she will be one of the staunchest boats on the water. The work has been done in the best manner and under the immediate direction of the builders. The specifications have been followed to the letter and we may expect to have a valuable addition to our fire department in a short time for the protection of shipping.

At Globe drydock since our last report the steambarge Mackinaw had a leak stopped; the schooner Havana had her bottom calked; the steamer Charlemagne Tower, Jr., had a leak stopped. The leak was caused by an augur hole under the stern bearing, which was found only by the use of a force pump to throw water into the steamer. Mr. Presley is earning quite a reputation for discovering mysterious leaks. If there is any in a vessel it will be found if the Globe drydock is made use of.

Freights remain steady with a small amount of tonnage offering. On coal rates were 60c to Chicago and 55c to Milwaukee, 95c on ores from Escanaba. and $1,15 from Marquette. The propeller T. S. Christie was reported as engaged to take coal from Ashtabula to Milwaukee at 55c, and the rchooner Henry A. Kent coal from Sandusky to Milwaukee at 55c. The schooner Unadilla also takes coal from Ashtabula to Milwaukee at 55c, and the schooner John S. Richards coal from Cleveland to Escanaba at 45c. The barge Prince Alfred takes coal from Cleveland to Saginaw at 30c.

CHICAGO.

Special to the Marine Record.

The steambarge Milwaukee of Milwaukee, which lett this port light for Muskegon on the 8th inst., collided with the steambarge Hickox, Captain John O'Day laden with lumber and towing the schooner Apprentice Boy, bound from Muskegon to Chicago; following is the statement of Captain William Armstrong of the Milwaukee, relative to the sinking of his steambarge, July 8, 1886. We left Chicago at 3 p. m. bound for Muskegon, the wind was about N. N. E.; about 10 o'clock the wind began to haul around to the eastward and about eleven o'clock it began to get hazy on the water; about 20 or 25 minutes past eleven I saw a light ahead, then I sung out to the man at the wheel to port his helm, I looked ahead and saw a green light, then I sung out to put the wheel hard a starboard and blew two whistles and got no answer, as soon as that was done the steamboat approached and put us on the starboard side, about half past eleven. The watchman who was alongside of me took for the port side of the deck and since then I did not see or hear anything of him, after the boat struck I sung out for the watchman but did not get any answer, then I sung out for the mate to get a lantern and see if the steambarge was making water and soon as he found she was making water, he sung out to the engineer to blow the syphons a working, but the water ganed so fast that it put the fire out, then there was nothing to do but take the boat. During this time I was blowing whistles for help and then the steamer I collided with approached alongside of us; about this time part of my crew got aboard of her in the life boat; then Captain O'Day got into the life boat and tried to stop the leak, during this time I went aloft and cut the foresail adrift and we run it under to try and stop the leak, while we were doing this the steambarge City of New York, Captain C. B. Chatterson came along; the Hickox blew the whistle for help and she came alongside then we made the Milwaukee fast to the Hickox and City of New York to tow her but in vain she was making water so fast that we had to let her go and about one o'clock a. m. on the 9th of July she went down.

The Milwaukee was built at Ogdensburg in 1868, registered 192 tons, was valued at $10,000, but was uninsured. Denny Harrington, the watchman, who perished with her, was a single man, and hailed from Milwaukee. The Hickox received considerable damage to her stem, which caused her to leak. She received a new stern at the Chicago Drydock Company's yard.

At the Chicago Drydock Company's yard the schooners Apprentice Boy and Mystic were in to have leaks stopped; the barge Wm. Grandy for calking; the steambarge Hickox for a new stem; the schooner Detroit received a new mizzen mast; schooner Nassau had her deck calked; the tug Rebel had her stern bearing fixed.

At Miller Brothers' drydock the steambarge Emma E. Thompson was in dock and had her stern bearing fixed; the schooners North Star and Radical and propeller D. C. Whitney had their bottoms calked; the steambarge G. Dunbar to change her wheel; the tug Crane to have her rudder fixed; the tug Hackley to have leak stopped; schooner Iver Lawson for calking; the schooner L. A. Simpson got a new jibboom; the schooner Major N. H. Ferry a new jibboom.

The second annual regatta of the Phœnix Yacht Club took place on Saturday, the 10th of July. The competitors were the sloop yachts Ina and Minnie M., in class B, for yachts over 50 feet and less than 75 feet long. The sloop yachts Peri, Zephyr, and Clio, in class C, for yachts less than 50 feet in length. The yachts started from the opening in the breakwater, opposite Van Buren street, with a brisk breeze from the northeast, and made their way, under full canvas, in a southeasterly direction, toward a stake boat, anchored about three miles off the Douglas monument. The Ina and Minnie M. made a splendid race of it, showing off their qualities for speed to great advantage, until within a short distance of the stake boat, when the Minnie M., which had gained about a minute of the time (she was behind at the start), and was just about to round the stake boat, met with an accident which put her out of the race, her mast breaking in two places, just below the crosstree, bringing down everything she carried into the lake and on deck. The Peri and Zephyr also made an excellent race of it to the stake boat, rounding it within a few seconds of each other, the Peri first, although she was two minutes behind at the start. The excursion steamer Welcome, with the judges and invited guests, among whom were a number of ladies, went to the assistance of the Minnie M. and towed her back to port. The Ina, Peri, and Zephyr then sped away from the water works crib, which they had to go around and thence back to the starting place, to complete the race. The time of the start and finish were as follows:

Yachts.	Start.	Stake.	Crib.	Finish.
Ina	1.30.10	2.05 08	5.00.44	5.55.08
Zephyr	1.29.05	2.10.52	5.07.38	6.09.18
Peri	1.31.05	2.10.02	.....	.....
Minnie M.	1.31.15	.....	.....	.....
Clio	1,32.28	.....	.....	.....

A severe gale from the northward Tuesday night drove back many vessels, bound down and across the lake, and caused a number of casualties by collision and otherwise. The schooner O. R. Johnson lost her jibboom and foretopmast and received damage to her bow; the schooner Maggie Thompson lost her jibboom, cutwater, and cathead; the schooner A. P. Nichols lost her mizzenmast and fore sail yard; the schooner John Loomis McLaren lost her bowsprit and jibboom; the schooner Jack Thompson broke her jibboom.

The tug Rebel, at the request of the captain of the life saving station, took some of the life saving crew out to the small scow Curiosity, lying at anchor and riding heavily, at the entrance of the breakwater, off Taylor street. They rescued her from her situation of peril and towed her into the central slip.

The new tug Earnshaw, which was built by J. Martel, Saugatuck, for Bodenschatz & Earnshaw, of this city, arrived here on the 4th of July. Since then she has received the machinery and boiler of the tug J. C. Fredel, and W. Saville, ship joiner, has nearly completed her engine and boiler houses. She is a very good looking, well built tug, 65 feet long, 14 feet beam, 6 feet 6 inches depth of hold, and will be used by her owners in the stone trade, towing canal boats, etc.

The small yachts of the Phœnix Yacht Club, comprised in class D, will race on the 17th for prizes given by the club.

The old schooner Snowdrop, of Port Huron, was sold here at marshal' sale Wednesday morning, to Harry Ormsby, of Chicago, for $510. S. Grummond, of Detroit, to whom, it is reported, she is indebted some $1,100, was here watching the sale. It is also reported she owes $600 for new sails and $300 for shipyard work to parties at Port Huron.

The demand for grain room was only fair to-day, and the offerings of tonnage were light. Notwithstanding this condition of affairs shippers readily paid an advance of a quarter of a cent per bushel on a corn basis to Buffalo. The rate was 2½ cents for corn. The following charters were reported: To Buffalo, propeller W. H. Barnum, corn; Ohio, corn; Syracuse, corn; to Midland, schooner Cheboygan, corn; to Sarnia, schooners Detroit, oats; Constitution, corn. The Sarnia and Georgian Bay rate was 1¾ cents for corn. WILLIAMS.

BUFFALO.

The repairs to the schooner M. J. Cummings recently in collision with the steambarge Fayette at Stag Island will be made at Mill's yard.

The sale of the little schooner Honora Carr on Friday does not appear to settle the different claims against her. Though sold on a claim made by the Connelly Bros., for rigging, etc., Captain Carr, who released her from the south shore, will contest the claim. She will probably be fitted out soon and set at work.

The new steel steamer Susquehanna will be plated in two weeks and ready to launch in about four weeks.

D. W. Carter & Bros. of Port Colborne, who made a contract for $2,700 to deliver in dock at Buffalo the schooner O. M. Bond, sunk at Port Dalhousie, wired Smith, Davis & Company as follows: "We have Bond up and in Port Dalhousie. Canal authorities will not allow her to pass through until docked and repaired." The only reason that can be given, as far as known here, for not allowing her to come through the canal is the fear that she might sink in the channel or a lock and thus obstruct navigation. The underwriters think this position of the canal authorities unfair, and hold that as she has been raised out of deep water and has a steam pump aboard she is safe enough to be towed here. To dock her at Port Dalhousie her coal cargo would have to be taken out, considerable extra expense would be incurred in getting her here. As she is an American craft if complete repairs were made there duty would have to be paid on them. S. V. Parsons left for Port Dalhousie in the interest of the underwriters to see how badly she is damaged and to confer with the canal authorities.

A survey has been held on the schooner M. J. Cummings, which was considerably damaged by a collision with the Fayette and American Union. John Humble represented the owners and S. V. Parsons the underwriters, who have $7,000 on her hull.

The new steamer Canisteo, owned by A. Weston and sons, of Tonawanda arrived on her first trip. She had on 30,500 bushels of wheat and Captain Dulac says she could have taken 1,500 bushels more. She was built on the St. Clair River. by her master, and is to engage in the lumber trade between Manistique and Tonawanda.

SHEBOYGAN.

At 5 o'clock Wednesday morning during a severe northerly gale the schooner Hercules waterlogged and capsized off this port. Her crew nannowly escaped drowning. All were saved by the tug Sheboygan. The vessel was laden with bark and bound for Milwaukee. She now lies on the beach at South Point. Both vessel and cargo are a total loss. The Hercules was built in 1854 and was owned by Fox & Waverly, of Charlevoix.

DULUTH.

The cost of repairing Culver's dock, with which the propeller C. Tower, Jr. collided will be about $300. The accident is attributed to the refusal of the signal ropes to respond to the captain's pulls.

MARITIME LAW.

DYER ET AL. V. NATIONAL STEAM NAVIGATION CO.

Supreme Court of the United States. Appeal from the United States Circuit Court, E. D. of New York,

1. The decision in the previous case of *Place & als.* v. *The Norwich and N. Y. Transportation Co.*, repeated on the question relating to the time when the value of freight is to be taken for fixing the liability of the owner, and on the question of insurance.

2. Where a collision occurred by which the offending ship and her cargo were sunk at sea, but strippings from the ship were rescued before she went down, from which the owners afterwards realized several thousand dollars: *Held*, that in awarding damages against the owners, limited to the amount of their interest in the ship, the court is not bound to allow interest on the proceeds of the wreck or strippings; but may, in its discretion, allow interest or not.

3. The circuit court is not bound to allow interest on costs awarded by the district court, although such costs are included in the decree of the circuit court.

4. The allowance of interest by way of damages in cases of collision and other cases of pure damage, as well as the allowance of costs, is in the discretion of the court.

Mr. Justice Bradley delivered the opinion of the court.

This case presents nearly the same questions which have just been considered in the case of *Place & al.* v. *The Norwich and New York Transportation Company.* It was before this court in October term, 1881, and was decided in March, 1882. (See *The Scotland*, 105 U. S., 24.) From the report of the case, but not from the record now before us, we learn that the ship Kate Dyer and the steamship Scotland (the latter belonging to the appellee) came into collision in December, 1866, opposite Fire Island Light, and the former immediately sank and was lost. The Scotland, being badly injured, put back to New York, but sunk outside of Sandy Hook, only some strippings being rescued from her before she went down. The owners of the Kate Dyer and others who had suffered loss, filed libels *in personam* against the National Steam Navigation Company, respondent and now appellee, who filed an answer denying that the Scotland was in fault, and pleading that she was sunk and destroyed, and, therefore, that there was no liability against the respondent. The circuit court on appeal from the district court, found the Scotland in fault, and rendered a decree in favor of the libelants for the full amount of their damage, amounting with interest upwards of $250,000, besides the cost of the libelants in the district court, amounting to $2,173.10.

The decree was reversed by this court in March, 1882, so far as it condemned the respondents to pay the whole amount of damages sustained by the libelants and intervenors, and affirmed as to the residue, the court, in its opinion, holding that the amount of the respondent's liability was the value of the ship's strippings which were saved from the wreck.

The case went back to the circuit court, but was not further prosecuted until June, 1883, when the libelants applied for leave to file a supplemental allegation to their libel for the purpose of showing that the respondent had received a large amount of insurance for the loss of the Scotland, which the libelants claimed should be included in the amount of the respondent's liability. The amendment was allowed without prejudice to the respondent, and with a reservation of the question as to the legality of such amendment after the decree of this court had been rendered and a mandate sent down. The case was then referred to ascertain the amount realized from the strippings, and from the insurance on the Scotland. The finding of facts in the court below, based on the report of the commissioner, on evidence and on admissions of the parties, states that the amount realized from the strippings was $4,929,85, received on or before the 27th of July, 1883; the freight for the voyage was $13,703.30, but no part of it was earned or received; that the passage money was $1,703.65, but was all absorbed in refunding part, and employing the residue in transferring and reshipping the passengers; that the value of the Scotland before the collision was £100,000; and that the insurance effected on her and received by the respondent was £61,647, equal to $299,807.42. As conclusions of law, the court held that the proper amount to be paid by the respondent, as depending upon the value of the articles saved, was $4,927.85; and that the insurance received by the respondent formed no part of its interest in the steamship to be surrendered in limitation of its liability under the statute. A decree was thereupon made that the respondent pay into the registry of the court the sum of $4,927.85 as the value of the strippings and remnants of the Scotland; and the sum of $2,173.10, the costs of the libellants in the district court and the costs in the circuit court, and that upon such payment the respondent should be discharged from all liability to the libellants and intervenors.

To the findings of fact and conclusions of law of the circuit court the libellants excepted on the following grounds, to wit:

1. That the interest should have been allowed on the sum of $4 927.85:
2. That all freight and passage money should have been added:
3. That the amount of insurance received should have been added:
4. That the libellants should have had a decree for their entire loss.

On the argument it was also claimed that interest should have been allowed on the costs of the district court ($2,173 10).

These points are all disposed of in the previous case of *Place & al.* v. *National Steam Navigation Company*, except the question of interest. Were the libellants entitled to interest on the amount received from the strippings? In answering this question it must be borne in mind that this is not a question of debt but of damages. The limitation of those damages to the value of the ship does not make them cease to be damages. The allowance of interest on damages is not an absolute right. Whether it ought or ought not to be allowed depends upon the circumstances of each case, and rests very much in the discretion of the tribunal which has to pass upon the subject, whether it be a court or a jury. The record now laid before us contains no part of the pleadings or proceedings in the cause prior to the first decree of the circuit court. We are without any means of knowing the circumstances in the pleadings or the evidence upon which the court was called upon to act, except the bare facts stated in the finding of facts before referred to. The right to a limitation of liability seems to have been denied to the respondent from the beginning. It is offered to pay the value of the strippings into court in its discharge from liability, or desired to do so, it is evident that the court would not allow it to do so, and that the libellants resisted it with all their power. The respondent was obliged to wait till the decision of the court in March, 1882, before getting a declaration of its rights in the matter; and the first move afterward made was the attempt of the libellants to change the whole form of the controversy by setting up the new claim to the insurance money received by the respondent. Without stopping to decide whether this amendment of the proceedings was lawfully allowed after the decision of this court, it is sufficient to say that the circuit court, so far as we have anything before us to show to the contrary, may have had very good reasons for not allowing interest on the value of the strippings. We are not disposed to disturb its decree in this respect.

The question relating to interest on the costs requires but brief examination. Costs in admiralty, as well as in equity, are in the discretion of the court. (Benedict's Adm., §549.) Appeals in matter of costs only are not usually entertained; but when the entire case is before the appellate court, it has control of the subject of costs, as well as of merits. (Trustees *v.* Greenough, 105 U. S. 527; 2 Conk. Adm. Pr. 373.) In the present case, the circuit court by its original decree, made in 1878, adjudged to the libellants their costs in the district court, amounting to $2,173.10. In March, 1882, we affirmed this part of the decree, but without interest. In affirming a decree in admiralty in this court, if interest is not expressly allowed, it if not included. (Hemmenway *v.* Fisher, 20 How. 255.) No interest on these costs, therefore can be claimed up to the date of our decree. The new departure then taken by the libellants in claiming the insurance, open the matter so as to postpone a final decree in the case in the circuit court until the decree now appealed from was made. This decree adjudges to the libellants their costs in the district court precisely in accordance with our mandate. All delay in entering the decree was caused by the libellants themselves. If any interest was allowable on the costs in question, it would only have been that accruing from the date of our decree, March 20th, 1882, to the time of rendering the decree appealed from, September 22d, 1884. In view of the circumstances of the litigation which took place in that period, we do not think that the decree of the circuit court is open to objection. *Decree Affirmed.*

May 10th, 1886.

Justices Matthews, Miller, Harland and Gray dissented in the above case.

General Passenger Agent Singleton, of the Goodrich line, says there has been a genuine boom in lake travel since the hot weather began. He has placed a band aboard of the day steamer Sheboygan, and it is proving an excellent thing.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 30, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 3, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
135,887		Sc.	Ella K,	26.27	24.96	Shieldsboro, Miss.
135,888		Cat.	Edna H. Hulse,	6.43	6.11	Patchogue, N. Y.
85,924		Sc.	Genesta,	9.21	8.75	Crisfield, Md.
76,633		Sc.	James C. Clifford,	377 52	358.65	Newport, R. I.
140.830			Lagonda "	10.12	9 62	Kennebunk, Me.
116.106		Sc.	Sarah W. Lawrence,	1369 76	1301.28	Taunton, Mass.
116.108		Sl.	Startle.	9 85	9.36	New York, N. Y.
81,117		Cat.	Wm. H. Sharp.	6 13	5 83	Patchogue, N. Y.
91,847		Sc.	Michigan,	1290 65	1227.83	Alpena, Mich.
			STEAM VESSELS.			
126.355		St. s.	Commodore Jack Barry.	57 30	28 95	Muskegon Mich.
126 358		St. s.	Charlemaghe Tower, Jr,	1825 45	1543 82	Cleveland, O.
76 654		St s	J I. Van Doren,	68 64	35.11	Philadelphia, Pa.
140.829		St. p	Lotus,	19.30	19.30	LaCrosse, Wis.
91,848		S s.	May A. Minter,	23.58	11 79	Chicago, Ill.
91,849		St s	Maud Preston,	63.56	46 38	St Joseph, Mich.
116.107		St. p	She ter Island.	648.20	489 49	Wilmington, Del.
145 422		St. p.	Troy S. & I. Co. No. 1	156.30	117,20	New York, N. Y.
			UNRIGG'D VESSELS			
38 770		Bge.	Emma,	16,44	16,44	LaCrosse, Wis.
48,553		Bge.	Lil y May	187.21	187.21	do do
59 422		C. bt	Thomas W. Diamond.	140.44	133 42	Oswego, N. Y.
31,478		C. bt.	Bartholomay Brew. Co	140.65	133 62	Buffalo, N. Y.
59.421		C. bt.	T. H. Westfall.	140,65	133 62	do do

JARVIS PATTEN, Commissioner of Navigation.

STEAMBARGE MILWAUKEE SUNK BY COLLISION.

A dispatch from Chicago gives the following account of the disaster:

The steambarge Milwaukee, which left Chicago for Muskegon Thursday, the 9th inst., lies on the bottom of Lake Michigan. She is buried forty fathoms deep, and is lost forever. Dennis Harrington, one of her crew, is buried with her. The twelve survivors reached Chicago on the steambarge C. Hickox. Immediately on their arrival Captain William Armstrong, master of the Milwaukee, and Captain Simon Oday, master of the Hickox, made their way to the office of the government steamboat inspectors and related the details of a collision between the Milwaukee and Hickox and told how the Milwaukee went to the bottom despite their exertions to save her. The collision occurred about eighty miles northeast of Chicago shortly before midnight Thursday night. The Milwaukee was heading for Muskegon, without cargo, to load lumber. The Hickox was lumber laden and bound from Muskegon to Chicago. She also had the schooner Apprentice Boy in tow, the latter having sprung aleak just before leaving port. The wind was blowing a gentle breeze from the eastward, and the lake was quite smooth when the steamers came together. Captain Armstrong, and Harrington, who was the watchman, were standing together on the pilot house of the Milwaukee. Harrington run over to the leeward side of the vessel, and it is supposed he must have been knocked overboard by the shock, as he was not seen afterward. He was an unmarried man, and hailed from Milwaukee. Then the steamers drifted apart.

Alfred Green, engineer of the Milwaukee, ran to the after hatch when he heard the crash occasioned by the collision and saw the water rushing into the hold. He sang out to the captain that the steamer was sinking, and at once started the syphons working. As soon as he got them open the fireman crawled out of the hold with the startling report that the water had extinguished the fires. Then the engineer went forward and assisted in getting the boat ready and in throwing overboard the hatches and such limited life saving appliances as were aboard the steamer. All this time the captain remained on the pilot-house sounding signals of distress.

The Hickox had disappeared, and some of the crew of the sinking steamer began to believe they had been deserted. Captain Oday, however, has not an ounce of cowardice in his makeup, and, as soon as he could determine the locality of the Milwaukee he steamed alongside of her. Then an effort was made to save the steamer, which had already begun to settle. The sail was cut from the mast, slung over the side that was wounded and hauled tight under the bottom so as to form what, in marine parlance, is called a canvas jacket. But she kept settling, and although bedding was brought from the Hickox and stuffed into the hole, it failed to check the steady flow of water.

While both crews were working like beavers to save the vessel, the steambarge City of New York heard the signal of distress and came to their assistance. It was thought that by running lines under the Milwaukee and making them fast to the New York and Hickox they could hold her up until the leaking could be stopped Accordingly this was done, but she kept settling by the stern until the sea began to wash over her afterdeck, and out of self preservation it became necessary for the steamers to cut loose and let the Milwaukee sink. They moved ahead a few lengths, and in the bright starlight watched her gradually settle and finally disappear. The Hickox had her stern twisted off in the collision.

The Milwaukee was built at Ogdensburg in 1866 by Keating, and formerly ran as a passenger boat in the old Northern line. She measured 192 tons, and hailed from Milwaukee, where she was owned by L. G. Mason. She was valued at $10,000, and was not insured. Two years ago she collided with the new breakwater while leaving Chicago, and there is now pending in the United States court a suit against her, which was brought by the government to recover damages. One interesting feature in the statement made by the engineer of the Milwaukee is that she had but one boat aboard.

PIRACY WILL NOT APPLY.

For the same reason that Captain Gorman could not be prosecuted in the United States courts for a crime committed on Lake Michigan, the penalty of which, if committed on the high seas, is death, the three men charged with piracy for stealing the yacht Mamie were discharged by the United States commission at Milwaukee last week. They were subsequently arrested and will be prosecuted under the laws of the state of Wisconsin on a charge of larceny. In summing up the piracy case Commissioner Bloodgood stated that the laws under which the men were arrested were passed in 1820, and in defining piracy it confines the crime to water affected by the ebb and flow of the sea. Up to 1820, the commissioner went on to say, the courts never held that the maritime jurisdiction of the country extended beyond the ebb and flow of the sea, and congress observed the same barrier. According to the English maritime law, the question of the navigability of a body of water, depends upon whether it is affected by the ebb and flow of the tide, and that was the rule accepted by the supreme court in the early years of the republic. When the navigation of the great lakes and rivers became an important feature of the economy of the country then the supreme court, upon a full review of the question, determined that the question of navigability depends upon the actual navigability of a stream or other body of water. This country has great rivers running thousands of miles and lakes that are really seas that are not affected by the tide, and some time in 1842 congress accepted the new rule laid down by the supreme court and in defining the maritime jurisdiction of the country did so under the application of this rule, thus bringing by legislation, as the courts have brought by judicial decisions, all these inland highways into the maritime and admiralty jurisdiction of the government. However, in construing the statute under which the prisoners have been arrested, being an extremely criminal statute, a strict construction must be given, and its application can not be extended beyond the intention of the congress that passed it. It was only intended to apply to waters connected with the ocean, and as it has not been amended so as to apply to the great lakes and rivers it is evident that the legislative power of the country does not intend that it shall be so extended. Accordcording to all principles of reason and necessity it should not be so extended. At the time of the passage of the act piracy upon the great lakes would have been impracticable; now, in these days of steam, the telegraph and the telephone, and in view of the vast population on the shores of the lakes, and the want of practical connection for piratical purposes with the great seas, piracy on the great lakes would not be attempted except by idiots and lunatics.

Vessels coming down from Lake Superior report many accidents in the Sault river, especially in Lake George; even more than get into the papers. This is partly laid to want of dredging and partly to the unusual number of tows passing through this uncertain channel. The propeller S. L. Tilley and tow is reported to have been floated by raising the waves from shore. Pulling, dredging and lightering are all in demand. The tug and lighter at work on the Sheldon are able to avoid passing craft by their light draft allowing them to lie on the shore side of her.

The propeller Oconto, sunk near Clayton, in the St. Lawrence river, is no longer a member of the lake fleet. Captain McLeod telegraphs her obituary in the following words: "Hull total loss beyond a doubt. Fore foot six feet out of water; vessel standing on end, stern down in deep water and broken amidships." Her cargo is insured in the merchandise pool. It consists of 73 tons dry goods, 27 tons boots and shoes, 3 tons groceries, 2 tons axes and hardware, 1 ton stationery, 6 tons gum, 160 tons iron, mostly blooms. Captain McLeod thinks that one-third of the cargo can be saved dry. He can secure a tug and lighter for the purpose. Mr. W. B. Dimick left Buffalo to look after her cargo. She was in a fair way to make a success of the Toledo, Cleveland, and Ogdensburg route. She not only had a very valuable cargo on board, but she had several more cargoes engaged. Her owners are Captain McGregor and S. Van Slyke, of Detroit.

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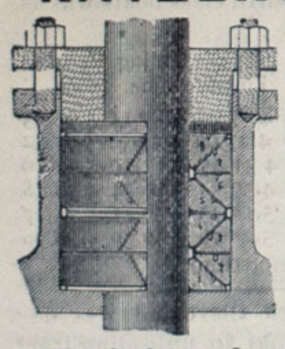

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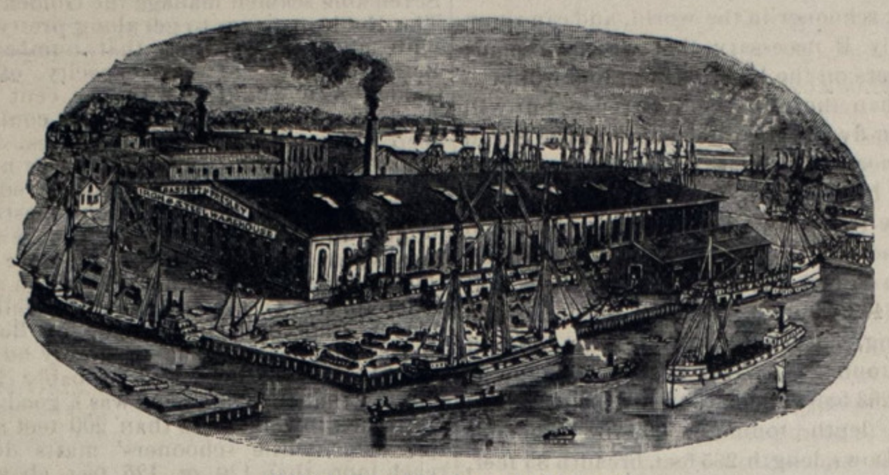

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Superintendent Tuscarawas Children's Home.

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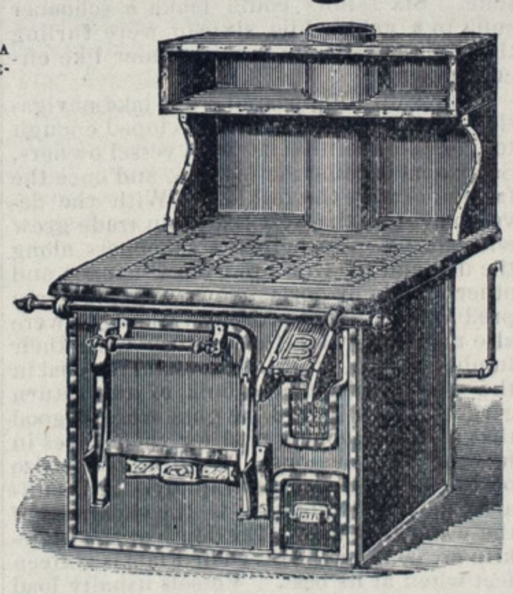
Yours respectfully, RICHARDS & MCKEAN.



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Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	
No 25, Mich Accom Norwalk.....	.....	6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

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Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, OHIO, THURSDAY, JULY 15.

ABOUT INSURANCE COMPANIES.

Much has been said in the dailies about underground and insolvent insurance companies during the last week or two. It is been charged that the policies issued by the Anglo-American Company are worthless. It is possible that this is true in Illinois, but the company has authority to issue policies in New York, Massachusetts and Ohio. While it is held by the general agent that there is no reason for the assignment of the Anglo-American Company, the president is in Europe and the affairs are being mismanaged by the acting president and secretary. Propositions have been made to policy holders that if the policies are surrendered to the company the premium notes will be canceled from July 1. The offer is also made by the company that if desired the risks will be placed with some other company. It is possible that the pool is at work in this matter. At the opening of navigation the pool refused to take risks on the class of vessels that were covered by the Anglo-American Company, and, therefore, the agreement noted above can not be carried out by the officers of the latter company, for the reason that the pool will still refuse to cover the vessels that they have declared uninsurable. Therefore, while the Anglo-American Company is probably not disposed to pay its losses, it can not place the vessels covered by it in any other company, unless it be the Louisville Company, which, it is said, does not rate much better. In this event the surrender of the policies will not make a particle of difference with the owners of a class of vessels tabooed by the insurance pool.

Again, if it is impossible for the Anglo-American company to pay its losses, which is tacitly admitted when it calls in the policies, it can make no great difference whether the holders comply with the request to surrender them; and we can not see what use the company can make of the premium notes under discussion if the policy holders prefer to keep the policies, as the company can not negotiate or collect the notes, inasmuch as it can not give value for the notes; that is, no benefit can be received by the owners who drew them. In this event both the paper and the policies would stand for nothing, unless the notes should be imposed upon an innocent third party. Even in that event, as we take it, the individual who drew them could not be held responsible.

THE Northwestern Lumberman says: The Canadian government has given the export duty on logs another hitch upward. This has, for a few weeks past been expected. The tariff on pine logs has been placed at $3 a thousand, and on spruce $2 a thousand. On shingle polts a specfic duty of $1.50 a cord has been declared. The Michigan men, who have recently invested largely in timber limits on the north shore of Luke Huron, will be interested in this latest movement of the Dominion government to prevent logs from being rafted to Michigan for sawing.

LARGE SCHOONERS.

The New York Maritime Reporter publishes an account of the launch of the schooner Sarah Lawrence, at Bath, Me., taken from the Belfast Rep. Journal. In this article it is claimed that the Sarah Lawrence is the largest schooner in the world. Now, we lake people claim to have the largest schooner in the world, and can show, officially if necessary, that we have many schooners on the lakes with grander dimensions than those of the Lawrence, but will mention five. The dimensions of the Sarah Lawrence, as given, are: Keel 203 feet, beam 45 feet, hold 23 feet, length over all 235 feet, tonnage 1400 tons. We place in comparison the schooner Golden Age, length 278 feet, breadth 38 feet 8 inches, depth 20 feet, tonnage 1846.96 tons; schooner Specular, 263 feet long, 38 feet 4 inches beam, 20 feet depth, tonnage 1687.13; schooner Magnetic, length 263 feet 7 inches, 38 feet 4 inches beam, 20 feet depth, tonnage 1602.78; schooner David Dows, length 265 feet, breadth 35 feet, depth 18 feet, tonnage 1418.63; schooner George W. Adams, 231 feet 4 inches, beam 40 feet, depth 20 feet, tonnage 1443.29.

It will, therefore, be seen that the lake men will still show their light to the salt water sailor men. It was reserved for the fresh water sailor of the great lakes to bring the schooner to perfection, and teach his brother on salt water a lesson in naval architecture.

The New York Sun says:

"The accurate pictures of Perry's victory over the British on Lake Erie represent all the vessels engaged as square-rigged. Tiny ships they would seem to be now. Though higher out of the water the coarse freight schooners used on fresh water at the present time are quite as large, and often larger. But a square-rigged vessel could not serve the purpose of the lake trade. The wind usually blows from the west there. Square rigs were pleasant when running down the lakes, particularly on Lake Erie, but when it came to beating back with the shores of the lakes always in sight on one side or the other, and sometimes on both sides, the work was wearisome. But if bad in the open lakes, it was worse in working up through the rivers from Lake Erie to Lake Huron. Vessels have tacked and club-hauled in those rivers for thirty days before they got through. That was in the days before the magnificent river tugs of the present day were built, but not so long ago but what lake sailors forty years old know all about it. From fifteen to twenty men were required to tack one of those ships. But the schooner went about with the aid of three or four. The man at the wheel put down the helm. The vessel pointed her nose up into the wind, the booms swung over, a man aloft shifted over the topsail tack and one or two on deck hauled it down, and hauled aft the jib sheets on the other side. It was done in a minute or two, the schooner forging ahead all the time, while the ship hung in irons for from five to ten minutes and made sternboard in the meantime. Six sailors could make a schooner snug in a gale, while sixteen were furling the lighter sails on a ship under like circumstances.

"The ship disappeared from lake navigation just as soon as trade developed enough to make competition between vessel owners. Schooners became the fashion, and once the fashion always the fashion. With the development of the west the grain trade grew enormously. To help the schooners along the demand for iron ore from Escanaba and other Michigan ports grew with the grain production. The woods of Michigan were also made to swell the cargoes with their lumber output, while the demand for coal in the west furnished the bulk of the return cargoes. Until 1873 freights were so good that many schooners paid for themselves in less than two seasons. Naturally, the size of the vessels increased rapidly. A peculiarity of lake navigation is the shoalness of the water in places. The depth of the Limekiln crossing or the St. Clair Flats is sixteen feet when at its best. Vessels usually load down to fifteen or fifteen and one-half feet draught. To increase the size of the schooners they were, therefore, lengthened, and within certain limits made broader. More power was needed to drive the big vessels, and this power was gained by putting in first three masts, and then when the vessels were made still larger, four. The first four-masted schooner built in the world was the Winslow, owned by Winslow Brothers, of Cleveland. Larger vessels with only three masts were built after she was, but she was a good, profitable boat. She was launched about 1871. The A. B. Moore was another and bigger four-master. Then came the David Dows, of Toledo, with five masts. The others had been heard of on the Atlantic coast, but the Dows made a sensation to the uttermost parts of the earth. Go from Bath to Bombay, and speak of great American lake schooners, and the listener, if he is a shipbuilder or owner, will say: 'Yes, they are wonderful. I have seen a picture of one—the David Dows. She has five masts.'

"The question is, can schooners be built large enough to do the carrying trade that now falls to the sailing vessel? It may be answered in the affirmative. The Golden Age is the queen of the world's fleet of schooners. She has four masts. She was built on the Huron river, in Ohio, and is owned by V. Fries, of Milan, O. The Milan schooners are famous for their strength, speed, and carrying capacity. The Golden Age is no exception in this respect. She measures 1,763 net tons, and carries 3,300 tons of wheat or coal through the sixteen-foot Limekiln crossing.

"The good ship Governor Robie, of Bath, launched early in 1883, was considered a fine specimen of the Yankee clipper, although, of course, not so large as some others. She measures 1,712 tons, and can carry from 2,200 to 2,400 tons of cargo. She cost at least $30,000 more than the Golden Age did, and the Golden Age could be built cheaper in Bath than in Milan. Seven able seamen manage the Golden Age. The Robie manages to get along pretty well with about three times that number. 'A Bath schooner of the capacity of the Golden Age would pay 10 per cent dividends in a trade where the Robie could not keep even with running expenses. The largest sailing ship afloat will carry nearly 4,000 tons dead weight. The Frederick Billings, a huge ship with four masts, belonging in Rockport, is about as large a carrier as any, and can safely load more than 100,000 cases of oil, which will weigh about 4,000 tons. If any man should tell her master, Captain Henry Talpey, of Boston, that a schooner could be profitably built to carry her cargo, he would probably laugh and say that the statement was a good joke. Her truck towers more than 200 feet above the water, while schooners' masts do not reach more than 120 or 125 feet above the water. The limit of height would probably be 140 feet. He would say: 'Where will she spread the canvas to drive her?' But if the hull were properly modeled, a schooner with five masts—certainly with six—would carry the cargo of the Billings, and make as many trips between ports in a year as the big ship could do. That such a schooner would be amply strong has been demonstrated on the lakes. No six-masted schooner has, as yet, been built, but that is a step which ship builders are now contemplating."

LAUNCH OF THE J. H. OUTHWAITE.

On Saturday, the 10th inst., one of the memorable events of the season, the launch of the fine steamship J. H. Outhwaite, took place at William Radcliffe's yard. The launch was witnessed by a small army of people, about three hundred being on board to enjoy the peculiar sensation incident to a ride down the ways. One of the pleasant features of the launch was the ceremony of christening as the boat was committed to the waters. This was done by a young lady from Washington, D. C., Miss Mamie Hough, in a very graceful and self possessed manner. The instant the lines were cut and the steamer moved down the ways, the little lady with one stroke broke the bottle, loaded with champagne, over the capstan and pronounced the name of the new steamer added to the lake fleet. The act could not have been done in a more confident manner, and there being a candy bet as to whether the bottle would be broken at the first stroke Miss Hough was on her mettle and she struck with vigor, the decks at once taking the wine. It is a pleasure to note the revival of the ceremony of christening, as it had about passed out of use on the lakes.

As the new steamer settled to her lines in the water, drawing 9 feet 2 inches aft and 3 feet 9 inches forward, with her flags flying and the gay bunting of the international signal code lining her foremast, she was admired by all as a boat of strength and beauty. Mr. Radcliffe has surpassed himself in the construction of the J. H. Outhwaite and Mr. W. C. Richardson, managing owner, has advised many convenient arrangements in her construction. Her dimensions are: Keel 220 feet, over all 240 feet, beam 37¾ feet, depth 19 feet. The main keelsons are 14 by 16, two sister keelsons 16 by 16, two rider keelsons 15 by 15, the floor keelson is 12 by 13, and the bilge keelsons 9, 8, 7, and 6 inches thick to the gunwale. The plank on the bottom, sides and bilge is four and five inches, and she has eight strakes of four-inch plank on the topsides, notched on the frames. She is double decked, 6½ feet between decks and 10 feet in the lower hold. She has three spars 88, 89 and 78 feet long, the topmasts being 40 and 45 feet. The keel was laid February 10. The machinery, fore and aft compound, is a duplicate of that in the J. H. Devereux, and was built by the Globe Iron Works. The cylinders are 27 inches high pressure and 50 inches low pressure by 36 inch stroke, Katzenstein, metallic packing. The boiler is of Otis steel, 10 feet 6 inches in diameter and 17 feet long, and is allowed a working pressure of 100 pounds of steam. The wheel, from the Globe Works, 10½ feet with 13 feet lead. The iron work on the boat has been done by the well known firm of Ward & Jackson the Ætna shaking grate put in by G. C. Barnes, the boiler flues, iron and nails furnished by Bassett & Presley, and the outfit by Grover & Son.

The steward's department has been supplied with a cooking range by F. & H. Born and the brass and copper work, etc., by George Saal's Son.

Her measurement is 1304 gross, 1099 net tons and her cost $90,000. She is owned by Messrs. H. J. Webb & Company and others.

Captain John Nelson is master of the new steamer, Charles Scoville engineer and Joseph Gorman mate. She will probably be ready for sea on Saturday and will go at once into the ore and grain trade.

The liberality of the owners after the launch called forth the following testimonial from the men who worked on the steamer, and the visitors could very properly say as much:

"We cannot compliment the owners and builders, Mr. W. C. Richardson, Mr. William Radcliffe, and others, too much for their kindness and respect for the workingmen. We have worked in Cleveland shipyards for many years, and never saw the like, refreshments, cigars, etc., sufficient to make everybody happy. We hope she will be a success to her owners.

THE INTER-LAKE ASSOCIATION REGATTA.

The regatta of the Inter-lake yachting association was held on lake St. Clair on the 6th under the auspices of the Michigan yachting club. The morning wind was about south-southwest and probably of about six knots an hour. The first leg of the course was sailed to that wind when almost a dead calm delayed the fleet in the second leg. A brisk west wind soon sprang up however making the finish very exciting. The races were for all classes from 1 to 5, in which there were nearly forty starters.

In the first class the boats to cross the line were the Cora and Marietta of Cleveland, the Crusader and Louise of Detroit. The Cora was first to set the time and scudded over the course and came home ahead.

Yachts	Starting Time.	Finish.	Sailing Time.	Equated Time.
Cora	11.38.21	3.49.00	4.10.39	4.10.39
Marietta	11.39.12	4.18.05	4.38 53	4.22.47
Crusader	11.39.08	4.18.30	4.38.53	4.30 58
Louise.	11.41 00	5.15.45	5.34.01	5.30.33

Much interest centered in the race for second class yachts, of which there were twelve entries, as follows: Sylvia, Petrel and Krao of Detroit, Oberon, Scud, Alice Enright, Fanchon, Ospray, Lulu and Katie Graham of Toledo. Everybody looked for one of the Toledo boats to win this race and the Fanchon, Enright and Scud pushed out as if on account of a favoring wind. The Fanchon and Enright took the lead at the start, but steered a bad course and the Sylvia crept around the stake first and never was headed. The summary follows:

Yachts	Start.	Finish.	Sailing time.	Equated time
Sylvia	11.16.54	3.43.00	4 26 06	4 26 06
Oberon	11.22 00	4.06 40	4.44.40	4.44 40
Scud	11.17.30	4 05.30	4 48 00	4 45.12
Alice Enright	11.16.09	4 07.45	4.51 36	4.48.48
Fanchon	11.14 41	4.07 45	4.53.00	4 48.48
Osprey	11.19 27	4.15.31	4 55.64	4 52.34
Lulu	11.17.32	4.18 45	5 01.13	4.54.00
Petrel	11.16.35	4.25.14	5 08.39	5.03.48
Katie Graham	11.22.00	4.21 47	5.09 27	5 03 51
Krao	11.22.00	4.32.50	5.10.54	5.05.56

The Alert and Emma G. did not come within the limit of third class yachts. The Detroit sloop Jennie J. sailed a beautiful course and won handily as follows:

Yachts.	Start.	Finish.	Sailing time.	Equated time.
Jennie J	11.42.10	4 32 36	4.50.26	4.50.26
Crescent	11.40 13	4.33 53	4 52.52	4.52.53
Daisy	11.44 00	4.39.56	4.55.56	4.53.08
Ida	11.41.37	4.40.00	4.58.23	4 56.17

The Adele and Rover were not timed.

The race for the fourth class boats was as follows:

Yachts.	Start	Finish.	Sailing time.	Epuated time.
Madeline	11.21.34	4.27.45	5 07.11	5 04.05
Aldine R	11.19.10	4.27.02	5.07.52	5.07.52
Victoria	11.17.35	4 31 45	5.17.10	5.17.10
Blanche	11.19.26	4.59.50	5.40.24	5.38.18
Frolic	11.21.34	5.18.15	5.56.41	5 55.17
Eole of Clevel'd	11.20.30	5.20 00	5 59.30	5.56.00

The Reynolds was not timed.

IT seems as though Cleveland was decidedly behind the times in unloading iron ore. Recently the men were from 7 o'clock in the morning until 4 in the afternoon getting their runs ready to commence to unload the steamer Siberia. At South Chicago the cargo, 1835 tons, would have been unloaded while they were getting ready in Cleveland.

MESSRS. MCNIFF & SON, who had established an admirable system of range lights for St. Clair Flats, have been compelled to take their center range out of Canadian water. They will now place lights around the American side of the bend, on the different points where needed, where they will remain if the Canadians do not object

CHARLEVOIX.

The schooner America was brought here by the tug Williams with a steam pump aboard. The vessel went ashore near Cross Village, and was taken off leaking badly. Ten thousand bushels of her cargo were disposed of, and the tug left with the vessel and 8,000 bushels of corn for Manitowoc. She is leaking badly but the pump keeps her free.

AMHERSTBURG.

Captain Jacques Laframboise, who has been mate on the steambarge, R. J. Hackett, has left her to take command of the tug Admiral Porter.

DETROIT.

Special to the Marine Record.

July 13.—The propeller Quebec, of which but little has been said since she was raised and removed from the Sault river to Collingwood, has again become the subject of heraldry in the papers, and much to the regret of many who have wished that as she had been forced upon the hands of her present owner, better luck was in store for her; but ill fate has it to the contrary. It appears that about ten days ago the tug International was sent from Windsor to Collingwood to tow her to this port in order to complete the requisite reconstruction. On reaching Lake Huron the weather was intensely smoky, from the fires on shore, and by some disarrangement of the compass, both tug and consort found the beach at or near Presque Isle, the latter grounding hard on rocky bottom, while the tug soon released herself. It was, of course, necessary to get her off as soon as possible, for, in case of bad weather this might prove the finale of her existence. This task the International dare not venture upon, as she is a Canadian bottom, but came on to Windsor to report the facts. It did not come to the ears of reporters for several days, so quiet was it kept, until a steamer, which passed near there, arrived here, when it was ventilated. As soon as another tug, belonging to the same company, could be had she was forthwith sent to her rescue. The Gladiator arrived here and left on Friday, and it is expected will get her afloat in brief time. Possibly she may reach here before my letter is mailed.

The steambarge Otego called here on Friday, en route to Lake Erie port with a cargo of lumber.

The steambarge W. S. Ireland, which struck a snag in the Thames river and sunk on Thursday, was raised on Saturday and will be brought to the Detroit drydock for repairs and a general overhauling.

John Demass, the well known tug and vessel owner, is at present in Chicago, taking in the sights of that brilliant burg.

The steambarge Canisteo, which was built at Mt. Clemens and completed here, goes to Manistique for her first cargo of lumber, thence to Tonawanda.

It would be difficult to divine the mixed up statement regarding the ill-fated Oconto, in relation to her cargo, and even at present it appears quite mythical. The public were first informed that her cargo consisted of merchandise, valuable silks, etc., valued at half a million dollars. A later dispatch says it consisted of half a million feet of lumber. In any event it would seem out of the usual order of things to ship a valuable cargo on a boat of her classification.

Steamers calling here from Lake Superior report continued smoky weather on that lake, and at the Sault, causing accident almost daily, though thus far not of a serious character. The forests are on fire in every direction. The Lake Superior Transit steamers have been much retarded in their movements, several having temporarily grounded.

The widow of John B. Vallu, who was the marine reporter here in 1832, and the first on the lakes, was buried on Friday last.

The propeller City of New Baltimore took on at this port, through mistake, a quantity of boiler iron and landed it at Marine City, which had to be bronght back, minus the freight on same.

The United States war steamer Michigan made her appearance here on Thursday and took her departure westward on Saturday. Notwithstanding her forty-two years' service she presented as gay an appearance as in her palmiest days when in command of Commodore Stephen Champlain, her first captain. She is officered as follows: Commander John J. Reed, who is now in the third season in that position; Lieutenants J. J. Hunter, Reese, Hodges, and Boyer; Ensign Clark, Paymaster Hoxie, Physician Gravatt, Chief Engineer Dixon, Pilot Murphy. She will make a call at St. Clair Flats, Fort Grsotit, Mackinac, thence to Chicago, and possibly visit Lake Superior.

A strong northeaster prevailed during the latter part of the week, which caused delay to a fleet of lumber barges in Pigeon Bay and among the islands. It partially subsided on Saturday but returned again on Sunday with even greater force, and a much cooler atmosphere.

The tug Martin Swain, which, for some days has been waiting the reconstruction of her engine, has started out again in good shape,

Captain James Jackson, a lake veteran of half a century, who formerly sailed out of this port, loomed up again on Friday after ten years absence. He was heartily greeted by many of his old shipmates.

The steambarge Thomas W. Palmer, which passed eastward the other day, reported a delay of twelve hours in and about the Straits, on account of the dense smoke.

Another of the old timers has been laid by, and fortunately without the loss of life, at Chicago, the Snowdrop, built at Conneaut thirty-three years ago.

The steambarge Cleveland has just received a new wheel at the Detroit drydock. She has served long enough to be worthy of it, being in her twenty-sixth year. She was formerly one of the N. T. Company's fleet, and within the past few years no less than five of her sisters have been lost in Lake Michigan, the last one the Milwaukee, by collision, this month.

The steamer Darius Cole took a rest on Sunday, and did not make her accustomed trip to Port Huron. This is commendable on the part of Captain Cole, her owner, giving his employes a rest one day out of the seven. It would be well if others would follow the example, for, in the opinion of your correspondent, there is nothing gained in the long run by Sunday steamboating.

The steamer Greyhound took a spurt to to the Flats Sunday afternoon, and it is said she moved off at a lively rate, some asserting that nineteen miles per hour were made, and that eventually twenty will be accomplished. Her cabins are not yet finished, but will soon be ready.

A party was here on Saturday from Port Huron making inquiry for some sort of a steamer for ferry purposes at that place as an opposition boat, but so far as we could learn they did not succeed.

There is something in a name, even a vessel's, if legibly painted on the quarter and dignified in character. Recently there arrived at Windsor, westward bound, a craft, on which could easily be read without the aid of spectacles, the name, "Hon. Sir C. Vanstrausanbesen." She was a three-master, looked cleanly, yet, with all due deference, a reconstruction of that name would not be out of order.

The new steamer, launched a few days since at Cleveland, and now on her first voyage, the Charlemange Tower, Jr., passed down Sunday, laden with iron ore, leaking badly, having sprung aleak Saturday night on Lake Huron. The cause of her leakage may be more fully explained on her arrival at Cleveland, whither she is bound.

Lake freights at this port are without change, the latest quotation being wheat, to Buffalo, at 2 cents.

The propeller Quebec, of which brief mention is made at the commencement of this letter was released at Presque Isle on Sunday and towed from there by the tug Kate Williams, arriving here Monday evening. As she was moored at Walkerville, nothing can be said at present regarding her condition.

A light ship is located on the northwest end of the shoal, 4½ miles northwest of the Waugoshance light, and shows a red light over white light. The fog bell will be kept constantly ringing in thick weather. This light ship is located and maintained by Captain William Dulac and J. W. Wescott, and as it will be of great service to marine interests, these gentlemen will call on captains and owners for their contribution to the same, and especially request owners to consult their captains as to the great benefit derived from it. HALL.

SAULT STE. MARIE.

The propeller China of the Lake Superior transit company ran aground at Gros cape, Whitefish bay, last Wednesday morning. She was released after lightering part of her deck load.

The disabled steambarge Business arrived here in tow of the steambarge Wetmore. She was taken in tow by the tug River Queen and towed through to Mud Lake, where she will be picked up by the Wetmore.

A raft of 2,000,000 feet of saw logs was run over the rapids by the tugs Mystic and Peck. The logs were owned by the John Spry Lumber Company, of Chicago.

Captain J. G. Kiah, superintendent of the life saving stations in this district, arrived up on Thursday evening and left for a trip of inspection among the stations on the south shore of Lake Superior.

The transit boat Fountain City got aground above the Neebish in coming up last week. She was lightered off by the Blanchard and Ste. Marie.

The propeller Fountain City, of Lake Superior Transit Company ran aground Wednesday at Sailors' Encampment. The propeller Blanchard lightered part of the deck load and pulled on her with no effect. A lighter and tug has gone to her assistance.

The propeller Romora broke her shaft link and connections Wednesday on Lake Superior during a heavy gale from the northeast. The captain and one man reached shore and reported the accident. Three of the crew were left aboard. She is this side of the Lizzard Islands. The tug Charles West was sent to her assistance.

CLAYTON.

Special to the Marine Record.

The events of the week have been the sinking of the Oconto, and excursions every day to the wreck. An effort was made to save part of her cargo. A tug and lighter have been there since Thursday, and have got out some goods. As fast as they lighter her she settles down and is hogging badly and breaking in two. The heavy swells of the Royal Mail line play hob. The position she is in on the shoal is NW. four rods above red buoy and one-fourth to one-half a mile below Rock Island light. How she come to be there is a conundrum, as the weather was clear, the lighthouse close at hand, and buoys to mark the course. As she sets in the water, her keel, about 40 feet back, rests on the shoal, her forefoot being out of water, and her stern hanging over a depth of 100 feet of water, only the top of her smoke stack and flag staff being visible.

LATER.—The Oconto slid off the shoal Monday morning into 100 feet of water, with a diver inside. He escaped.

On Saturday afternoon the Canadian lighthouse tender, in stopping at the foot of Long Island to land supplies for the light, got her forefoot on a shoal and had some sharp backing to get off. After three hours' hard work she went down the Canada channel.

The steam yacht Siesta arrived with Mr. Warner and family, the mayor of Rochester and the mayor of Brooklyn and families to spend a few days on the St. Lawrence river.

The steamer St. Lawrence is making Sunday excursions on the river; also, steamer John Thorne among the islands.

Schooner Willie Keller passed down Sunday afternoon, grain laden. Schooner Seaton passed down same day.

Captain A. Marshall, an old St. Lawrence river captain, celebrated his golden wedding on the 13th. B.

ERIE.

Work is soon to be inaugurated on the breakwater pier in front of the flash light, on the north shore of the peninsula. Already a portion of the timber for the cribbing is here, and the contractors have examined the scene of operations. The plan is to build the cribbing at the public dock and tow it out into position and sink it.

The steambarge Rudolph, while passing through the east slip of the public dock on Wednesday afternoon, ran into and crushed the sail boat Bacon, owned by the Knoblochs. The sail boat contained two ladies and one man, who narrowly escaped with their lives. The Knoblochs have libelled the Rudolph for $300 damages, and the case will likely come up at the session of United States court soon to be held in this city.

The propeller W. Rudolph and schooner A. C. Keathing in winding the public dock and coming into the east slip cornered the yacht P. W. Bacon and smashed her. The vessels have been libeled for $600 by Mrs. Knobloch, owner of the yacht.

MT. CLEMENS.

Special to the Marine Record.

Charles Plass, of this city, one of the best boat builders in the west, has contracted to build six row boats and a ten-oared barge for the new Owashtonong Boat Club, of Grand Rapids.

The steamer Nellie makes daily trips between here and Detroit except on Thursdays, when she takes out an excursion from here to different ports.

Captain G. Lacroyx was home recently visiting his family, the first time since navigation opened. His many friends were glad to see him. L.

PRESQUE ISLE.

After months of trial and great expense in raising her from the bottom of the Sault, the Quebec is now ashore at Presque Isle, Lake Huron. The tug International, while en route with her from Collingwood to Detroit, towed her on to the beach during thick weather at the place above stated. Being a Canadian tug the International dare not undertake the task of her relief. The tug Gladiator left Detroit to release her, but with faint hopes of success.

EAST TAWAS.

The steambarge Belle Cross lost two of her barges during a gale last week. Two made this harbor, and the Belle Cross arrived with the others. The tug Jupiter had foremast carried away, and the Chicago Board of Trade lost her main mast.

FRANKFORT.

The steamer Iron Duke towing the Iron Chief, both wheat laden from Milwaukee to Buffalo, ran ashore during a dense fog at Point Betsy. The life saving crew rendered prompt assistance, and with the aid of three fishing tugs and after four or five hour's work in shifting cargo she was released uninjured and proceeded on her way.

BAY CITY.

Special to the Marine Record.

During the heavy gale of last Wednesday the propeller Belle Cross and consorts, Chicago Board of Trade, Calumet, Little Jake, George Wand, and Jupiter got badly broken up on Saginaw Bay. The Jupiter lost her foremast, and the mainmast of the Chicago Board of Trade was carried away. They finally managed to make Tawas Bay without further damage.

A large number of steambarges and their tows have pulled out of the lumber trade and will try their luck in ore and coal, thereby giving a much better chance to the owners of the smaller and poorer class of barges.

The tug Robert Boyd, while starting for Tawas after a pile driver, got a log in her wheel, and was towed to Saginaw to have it taken out, after the tug Anna made several attempts to pull it out, and it is said was trying to pull a bucket off the wheel instead.

Captain Fred Barclay has been awarded the contract of setting and caring for the can buoy and stakes that mark the entrance to Saginaw river.

The tug Mocking Bird arrived in port on Wednesday last with the big Lake Superior raft, owned by J. W. McGraw. The big boom was discharged at Heath & Williams' mill, where the 3,500,000 feet of logs will be sawed. The Mocking Bird had her boiler cleaned out by the fire tug James Hay, and went into the Bay City drydock.

The tug Temple Emery received a new wheel at the drydock on Wednesday.

The tug Rummage took an immense raft to Saginaw on Friday.

The old rates of fare have gone into effect on the river line of steamers, and all is serene.

W. A. Beebe & Son have taken the contract to dredge around four hundred acres of swamp land, about four miles above this city, which it is said will cost $5,000. The object is to see if the land can be used for farming purposes.

B. Whitthauer, proprietor of the Bay City drydock, died suddenly of hemorrhage of the lungs on Sunday afternoon, after having been in poor health for over a year. Mr. Whitthaur was the unfortunate partner of B. Stroh, at St. Helens in the extensive lumber failure in which the firm sunk a large amount of money. He was a representative German citizen, and was at one time president of the Teutonia Society of this city. SHAW.

EAST SAGINAW.

Special to the Marine Record.

The work of rebuilding the barge Star of the North, by Captain John Nagle, is progressing finely under the management of J. Puller, shipbuilder. The Star has had an entire rebuild above water mark, and is expected will rate B1 by her owners. She will be ready for business in about three weeks.

Messrs. Cole and Fitzgerald, local inspectors, paid us a visit during the week and inspected several craft.

The steamer Lucile had her cylinder rebored and other repairs made to her engine by A. F. Bartlett & Company, and went on the Point Lookout route on Monday. Jas. English, one of her owners, is purser, while Captain John Devany is in command.

Captain Michael Mahar, who sailed the Lucile, has, since the Burt and Mason were purchased by Mr. English and himself, taken the position of clerk of the W. R. Burt, a position which he filled for a number of years while owned by the late Mr. Root.

The tug Tom Maytham, Captain James Bell, with James Hathaway as pilot, has taken the barges A. Walton, Matilda, and B. M. Baker to Cheboygan to load lumber for Cleveland, with the exception of the Walton which goes to Buffalo.

The ferry Daisy Lee now carries an organ and violin on board to induce patrons to ride on the craft, which, by the way, is the crack ferry of the creek.

The many friends of Captain Muir, of steamer F. & P. M. No. 1, will be pained to learn that his only son Charley, aged 13 years, died Thursday at 9 o'clock of typhoid pneumonia. This makes the third child this family has lost in less than three years. The remains were taken to Buffalo, and buried in the family lot in Forest Lawn cemetery, that city.

The steambarges M. Sicken and Wm. Rudolph and their tows, were discharging their cargoes of stone and coal at this port on Tuesday.

It is said that the tugs Anna and Willie Browne, controlled by McLean & Bridges, are doing one-half of the entire river towing at the present time.

Captain Robert Medler still remains in command of the steamer W. R. Burt, notwithstanding the late change of owners. SHAW.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXIX.

During the season of 1869 the following boats plied to Lake Superior:

Steamer Keweenaw, 800 tons, Captain Albert Stewart.

Propeller Concord, 552 tons, Captain G. R. Cleveland.

Propeller Pacific, 766 tons, Captain Ed Kelley.

Propeller Atlantic, 656 tons, Captain Wm. Thorne.

Propeller Arctic, 785 tons, Captain J. E. Turner.

Propeller Meteor, 956 tons, Captain Thos. Wilson.

Propeller St. Paul, 1200 tons, Captain John McKay.

Propeller Northern Light, 857 tons, Captain M. H. Murch.

Transient trips were made during the season by outside boats, but not connected with any regular line.

The highest freight on wheat during the season between Chicago and Buffalo was 10c, the lowest 5c. On corn, the highest 9c, and the lowest 5c. The season throughout was fairly remunerative. Navigation was suspended December 17.

The first disaster of the season was the schooner Spy, laden with wheat, which sunk at the entrance of Milwaukee harbor.

Some notable quick passages were made during the season by steamers and sail craft, which will bear comparison with those of the present period, some of which are below presented:

Propeller Phil Sheridan, round trip, Bay City and Cleveland in 4½ days.

Brig F. B. Gardner, from Chicago to Buffalo in 4 days.

Schooner Exchange, Cleveland to Escanaba and back in 9 days.

Schooner Colonel Cook, from Cleveland to Marquette in 3½ days.

Schooner Fayette Brown, from Cleveland to Escanaba and back in 8 days 5½ hours.

Schooner Norwegian, Milwaukee to Oswego in 6 days.

Schooner Newsboy, two round trips between Milwaukee and Buffalo in 27 days.

Tug Crawford, from Chicago to Racine and back with propeller Equator in tow, in 13 hours.

Schooner E. R. Turner, from Cleveland to Marquette and back in 10 days.

Bark Major Anderson, from Chicago to Escanaba, thence to Cleveland in 7 days 11 hours.

Schooner W. S. Lyons, from Black River to Marquette, thence to Cleveland in 9 days 7 hours.

Schooner Newsboy, from Milwaukee to Buffalo in 3 days 20 hours.

Propeller Messenger, a distance of 340 miles and 14 landings in 30 hours.

Propeller Arctic, from Cleveland to Portage and back in 7 days 12 hours.

Schooner Charles Wall, from Cleveland to Escanaba and back in 9 days.

Bark Excelsior, Detroit river to Buffalo in 18 hours.

Schooner Delaware, from Chicago to Buffalo in 3 days.

Propeller Phil Sheridan, from Saginaw to Toledo and back in 4 days.

Propeller Winslow from Buffalo to Detroit in 22 hours.

Tug O. Wilcox, Detroit to Amherstburg in 61 minutes.

Schooner Mary B. Hale, from Cleveland to Buffalo and back in 4 days.

Schooner Ada Medora, from Toledo to Ogdensburg in 3 days 9 hours.

Bark J. C. King, from Chicago to Saginaw and back in 6 days.

The same vessel from Chicago to Bay City in 45 hours.

Schooner Cuba, from Chicago to Green Bay, thence to Milwaukee in 4½ days.

Schooner Annie Vought, from Chicago to Buffalo in 4 days.

Schooner Miami, from Saginaw to Buffalo in 60 hours.

Schooner Annie Vought, from Chicago to to Point au Barque in 51 hours.

Schooner Florida, from Milwaukee to Oswego in 6 days.

Schooner J. S. Richards, from Oswego to Chicago, thence to Kingston in 25 days.

Bark Zach Chandler, from Chicago to Detroit in 3 days.

Steamer City of Toledo, from Houghton to Marquette in 7 hours.

Schooner Gerritt Smith, from Milwaukee to Oswego and back in 22½ days.

Schooner J. F. Tracy, from Chicago to Manistee and back in 3 days.

A number of lake masters who passed out of existence in the year 1869 were old pioneers, and were widely known:

Captain W. W. Allen, for several years in O. Newberry's employ, and one season sailing master of the steamer Nile, died at Detroit, aged 70 years.

Captain G. W. Dodge, of the schooner Sutherland, was knocked overboard by the mainboom and drowned in Lake Michigan.

Captain David Forbes, of schooner Wasp, was drowned at Mill Point, Lake Ontario.

Captain Thomas D. Kidd, who had commanded steamers on the lakes, the Kallorlah and others, was an officer on board the steamship Central America which was lost, with all on board, off Cape Hatteras in 1857.

Captain Robert Gaskin, an old pioneer, who was the first to send vessels from the lakes on ocean voyages, the Lillie in 1848, Sophia in 1850, Cherokee in 1853, the Cataraqui in 1854, and Eliza Mary in 1855, commanding nearly all of them himself, and the first to introduce wire-rigged vessels upon the lakes, died at Kingston.

Captain Thomas Senter, of the tug Brockway, and well known, died at Port Huron, of consumption.

Captain John Russel, of schooner Spy, was found dead in his berth at Milwaukee. He was more intimately known on Lake Michigan.

Captain John McEwen, a steamboat man, and for several years on the Detroit and Chatham route, died suddenly at Detroit.

Captain Collins Peterson was drowned from the St. Joseph in the Maumee.

Captain M. Culliton died suddenly of heart disease at Chicago.

Captain Joseph Jamison, of schooner Anglo Saxon, died of consumption, at Buffalo.

Captain Thomas Hanson, of the schooner Magnolia, died at Chicago.

Captain Jeremiah Tate, many years on the lakes, died at Oconomwoc, Wis.

Captain John Wilson, an old mariner, died at Bay City.

Captain John Anderson, of schooner Advance, died of dropsy at Chicago.

Captain Wm. Milton, of sloop Wide Awake, was drowned in Lake Ontario.

Captain D. McKillip, of scow Mary Jane, was drowned in Sandusky Bay.

Captain John Williams was drowned from schooner Maggie in Lake Superior.

Captain H. L. McGlashan and his whole crew, were drowned from the schooner Kate Bully, which capsized and went ashore at Point Sauble, Lake Michigan.

Captain Stephen Cowell, of revenue cutter Rose, died at Ogdensburg.

Captain Holford and crew of eight persons were lost with the schooner Titan, which was wrecked at Pentwater, Lake Michigan.

Captain James Carpenter, his wife and one seamen were lost with bark Naomi, near Manistee.

Captain Durgan and crew of seven were lost with schooner Arrow near Chicago. Thomas Ibbottson, of the life saving crew, while attempting the rescue of the crew, was drowned from the life boat.

Captain Thomas Lord, Samuel Webb first mate, Edward Lord second mate, Frank Martin cook, Edward Bentley, Edward McDonald, John Martin, Hugh Corbett and an unknown seaman, were lost with schooner J. B. Martin, which foundered in Lake Huron.

Captain Charles Beardsley and eleven others, with schooner W. W. Arnold, were drowned in Lake Superior.

Captain Henry Curm, and seven seamen, were lost with the brig Robert Burns in Mackinaw Straits.

Captain Patrick Barnes and Charles Memfus were drowned from the propeller Belle in Lake Michigan; caused by the vessel burning.

Captain John Morris, of the schooner B. Everleigh, was drowned at Oswego.

The entire crew of the schooner Mary O'Gorman were drowned by the vessel's boat capsizing in Lake Ontario.

There was a total of 249 deaths during the season, from various causes.

A MORAL MONSTROSITY.

STEAMER R. DODDS, }
MISSISSIPPI RIVER, July 8. }

To the Editor of the Marine Record:

After the boys deserted me at Niagara Falls, I became mighty lonesome, and would have given up entirely had it not been for the encouraging letters written me by them. M. T. Britton wrote that I should have patience and he'd see my case appealed to the supreme court. Quincy Miller, John Thomson and Henry G. Payne each proffered financial aid. It no sooner became known that there was a man in the Niagara Falls jail for "sassing a hackman," than the public curiosity was excited, and everybody, it seemed, visited the place to gaze in bewilderment at the "moral monstrosity," as the papers called me. Men came and loaded me with cigars and bourbon, while beautiful women, the elite of society, vied with each other in extending delicate testimonials of their regard; even begging the precious boon of an introduction. In fact the supposed "bluff" I had made at a hackman, made me so famous, locally, that it became a wonder with me to what point my fame would have reached had I but knocked an eye out of the fellow. At last the papers contained the news that I was a Mississippi river steamboat man, and that settled it. A dime museum manager paid the merely nominal sum of fifteen dollars, the amount of my fine, and wanted me to pose as a curiosity in his museum, and upon my refusal to do so, he tried to have me recommitted for allowing my fine to be paid under false pretenses.

I went back to Buffalo, and was initiated into an order, known as the "Marine Refunding Society," the objects of which are set forth in the following preamble and resolution:

WHEREAS, The government maintains a marine hospital; and,

WHEREAS, We, as mariners, have paid hospital dues for years; and,

WHEREAS, We have never been sick in our lives, and consequently never received medicinal benefit, therefore, be it

Resolved, That we respectfully ask the government to pay back to us our money immediately, etc.

They elected me secretary, and designated me as a committee of one to go to Washington, and lay the matter before congress. The society being without money, they told me to pay my own expenses and take my money from the first rebate received from the government. From an engineer, expelled from the Buffalo association for drunkenness, I obtained a traveling card of that order, for which I gave refreshment, and, changing the dates to suit the occasion, I presented myself to one of the conductors on the West Shore.

"Yes," said that official, in response to my question; "that card will take you over my division, for an engineer once carried me from New York to Savannah, Ga., and I never forget these things, so get aboard."

Armed with a letter of introduction to E. P. Watson, of the Mechanical Engineer, I landed in Jersey City, in a drenching rain, with only three dollars and sixty cents in my pocket. Took a D street ferry and at six a. m. landed, bewildered and alone, in Gotham. Gotham, with her many stately spires, her wealth and her grandeur, her squallor and misery. It is terrible to stand alone in the midst of a dense forest, with the solemnity of its oppressive quiet; yet it is far more terrible to stand alone in a great city, confused by the hum of life and traffic. The master of the society had earnestly admonished me to "play the best trump," on every occasion, claiming that appearance was everything, and begging me to ever bear in mind that I had an influential and well disciplined constituency (the society has twelve members), to push me on to success. Guided by the words of the grand master, I invested three dollars and fifty cents in an umbrella; discovering that, while my purchase gave evidence of refinement and wealth, it failed to fill the void caused by the want of a breakfast. For, even in fastidious Gotham, where outward show is a great factor of success, appearance will not feed a hungry fellow unless seconded by the necessary cash. Broadway is a great street, and I felt myself to be a great man, until my involuntary fast commenced to give me sharp stitches, then I let all holds go, and just naturally weakened.

THE SECOND ENGINEER.

NAUTICAL NOTES.

The propeller Ogemaw was libeled at Racine for $4,000 by the owners of the schooner H. C. Richards, with which she collided in the St. Clair river on May 16th.

The report of the schooner O. M. Bond, sunk at Port Dalhousie, is unfavorable. Captain Carter succeeded in raising her, but she escaped and went down again. He sent for another pump and additional wrecking apparatus.

Manager Henry, of the Lehigh Valley line is in Chicago to make arrangements for building a large warehouse at Harrison street on land already owned by the company. It is reported that this company intends building several new steamers for the package freight trade, and that next season it will have one of the largest line of steamers on the lakes.

The propeller Steinhoff, which came down from the Sault to run as a ferry boat between Amherst street and Victoria, and has been in drydock at Chicago some time, passed down to begin business. Her upper works have been cut away until she is now a genuine open-decked ferry boat, and presents a very good appearance.

Captain Dougherty, of the schooner John Kennedy, reports that he put into the little town of Dover on St. George's bay, without intending to go ashore, but was notified to present himself at the custom house and was then informed that he must pay as lighthouse dues 24 cents a ton and one-fifth of one per cent, for cashing the draft. He reminded the officer that there was no lighthouse on the coast within one hundred and fifty miles, but no avail. He made the draft under protest.

The accident which happened to Captain Corrigan's dock at Duluth was an expensive one and will retard progress in the manufacture of his first lot of lime. The dock was an old one and not strong enough to hold the immense weight of the rock. At the time of the breakage there were over 1,500 cords of stone which had been taken from the steamers and piled on the dock preparatory to carrying it to the kiln. This was precipitated into the lake by the piles spreading out and the timbers breaking in two. Captain Corrigan will commence at once to rebuild the dock and in a more substantial manner. The stone that is in the bottom of the lake will be taken out as soon as possible and it is thought a great part of it can be recovered, as the water is not very deep at that point.—*Duluth Herald.*

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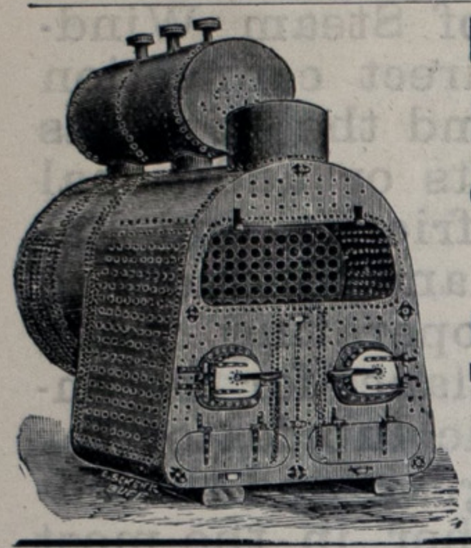

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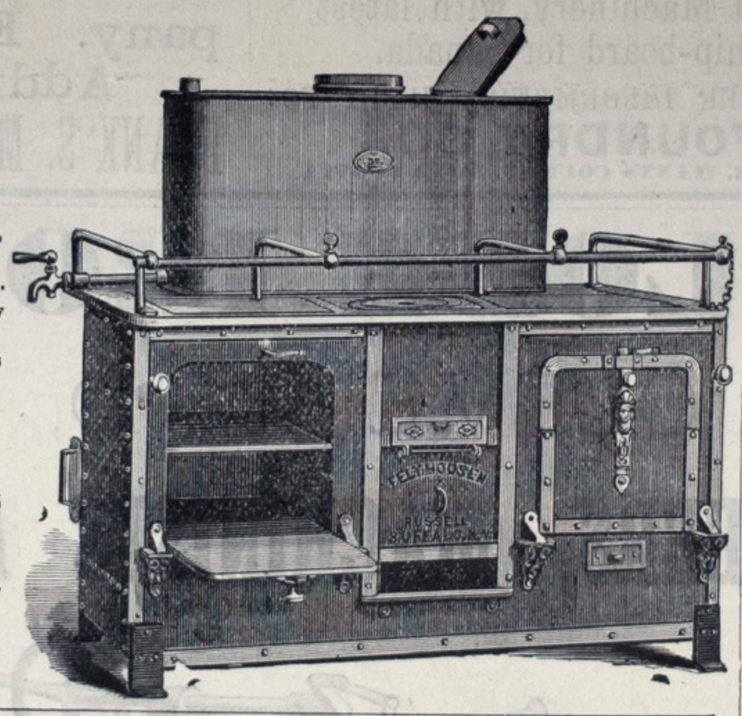

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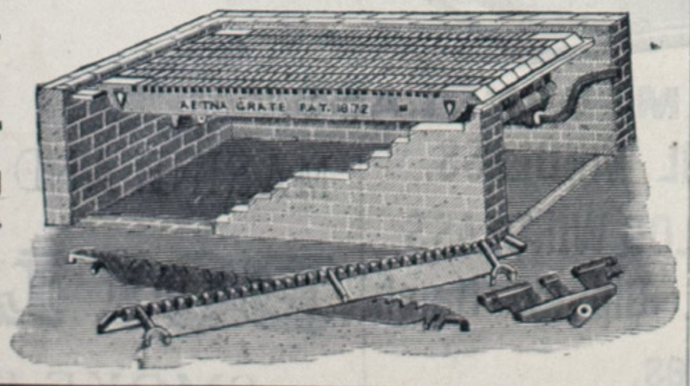

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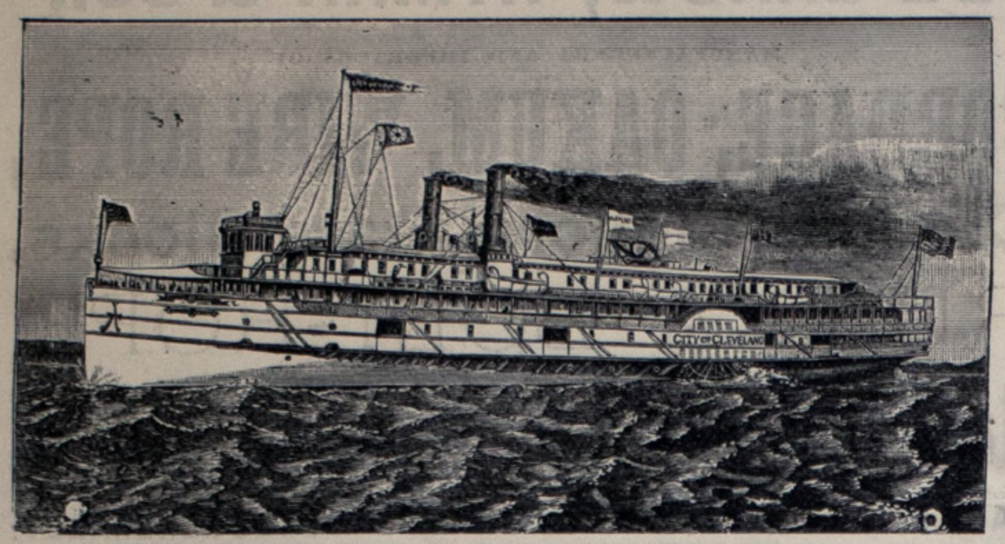

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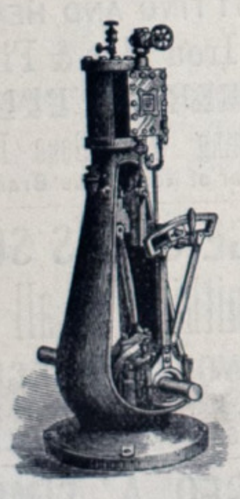

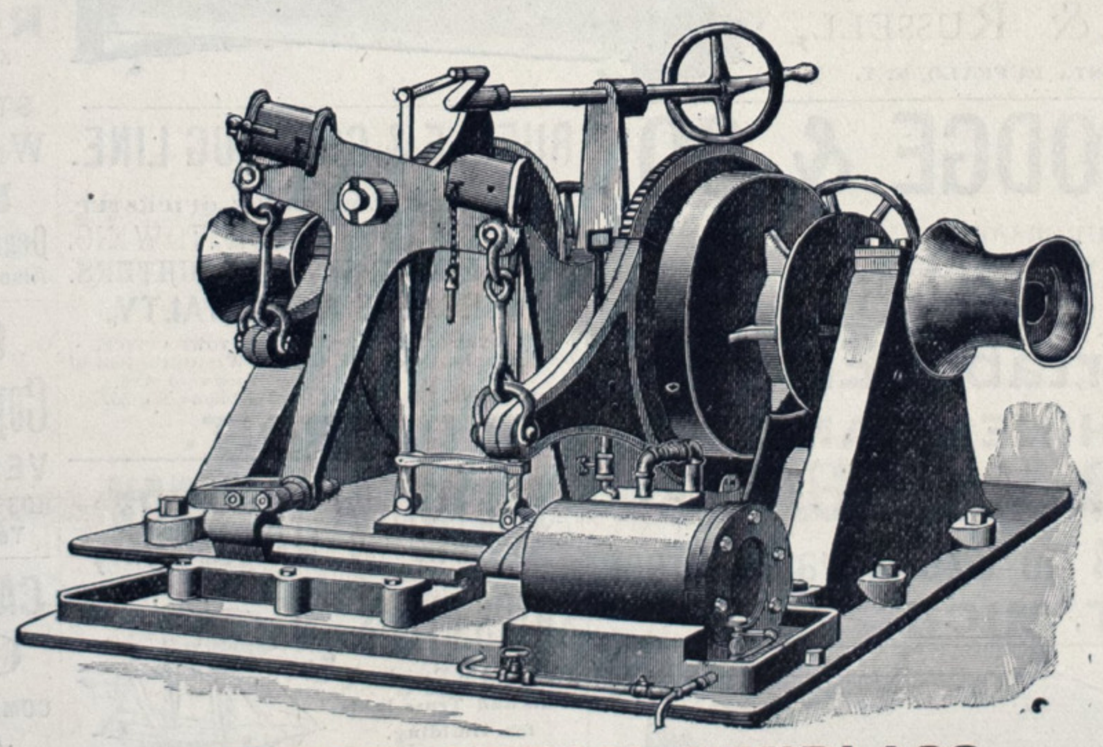

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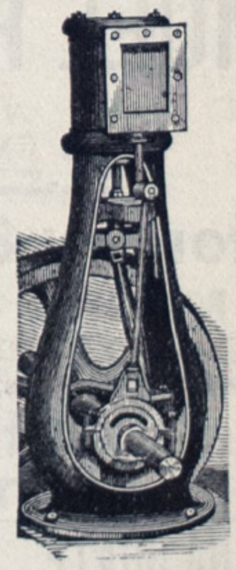

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